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No anonymous signed communications that have already appeared in other papers will be inserted.
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BIRTHS.

On the 2nd August, at Malacca, the wife of ALAN W. WESTERHOFF, of a son.
On the 4th August, at 60-1, Grange Road, Singapore, the wife of J. A. N. FREEMAN, of a daughter.
DEATH.
On the 2nd August, at Unzen, Mrs. C. SPURD, the wife of A. SPURD, aged 59 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VOEUX ROAD U.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 14th August, 1902.

It appears as if the Marcus Island difficulty were not settled yet, though, if the State Department at Washington has pronounced the opinion that Captain ROSEHILL, the American claimant, has invalidated his claim by his neglect to perfect his title, there would seem to be little more to be said on the question. The Japanese are in effective occupation of the island, a Japanese warship is there and a representative of the Japanese Government is on an official visit to the place. Captain ROSEHILL on his part only started in a sailing vessel from Honolulu on the 11th July, with a small number of companions, and his arrival at Marcus Island is not likely to change the state of affairs. A new feature has been given to the matter if the report is true which states that the United States Government has given orders for vessels to visit Wake and Midway Islands, the former of which is some way south-east of Marcus Island, while the latter is presumably not far from Wake Island, though we cannot state its exact situation. On these islands it is said that Japanese settlers have already descended. The United States claim them (on what ground we are at present ignorant), but do not object to the Japanese settlers remaining as long as

Japan does not claim sovereignty over the islands. Here again, as in the case of Marcus Island, we find sudden notoriety falling to the lot of places never before heard of, as far as the general public is concerned. Wake Island was mentioned recently by a correspondent writing to a Kobe paper as being marked in the Century Dictionary Atlas as equally with Marcus Island a possession of the United States. In the case of Marcus Island this attribution of the place to the United States seems to have been an error. In the case of Wake Island, of which we suppose that almost all Japanese and Americans now hear for the first time, evidence has still to be produced. It is not likely that any of these islands are of high importance except to those who hope to get phosphates from the guano-deposits on them. They are near the route of steamers running from Honolulu to Japan, but this does not necessarily give them any value. Politically speaking, we might be inclined to think Japan has prior rights, the power of her navy suggesting the creation of a kind of Monroe doctrine, such as the United States already (though with very imperfect consistency) have formulated, and as Australia is gradually evolving. There is no actual menace to Japan in the presence of a Power so friendly as the United States on some insignificant islets remote even from Japan's most outlying possession, but the precedent of foreign nations acquiring the sovereignty over bases within the area of sea over which Japan's fleet has at least a range could not, we imagine, be contemplated with perfect unanimity. One by one the islands of the Pacific are being absorbed into the possession of the various nations which have any naval pretensions. There can be very little gain to be got from those small islands which remain unclaimed, but complications occasionally arise from more insignificant causes. It would be an easy matter for Japan and the United States to arrive at a friendly understanding about the small plots of land—for they are little more—which remain unclaimed officially in the expanse of ocean between the extreme outposts of either country. It is to be hoped that such a sensible course may be adopted, for it would put an end to the power of adventurers to create any friction between two friendly governments.

Copies of the special Coronation Supplement will be delivered to order this afternoon, and on sale on Friday. Dargue fever has played havoc with our staff—hence the delay.

H.M.S. *Humber* arrived from Shanghai yesterday, as also did the U.S. transport *Solace*. The Japanese cruiser *Chikuma*, with our Coronation guests, left for Japan.

The proverb about glass houses and stones is well illustrated in a recent issue of a Shanghai paper, which speaks of "our contemporary the Shanghai Times, which is generally indebted to our columns for its news." On the next page appears the letter of our Canton correspondent which appeared in the *Hongkong Daily Press* of the 2nd inst., quoted bodily without any acknowledgment.

A New York telegram of the 20th ult. to Manila says:—"Jeffries knocked out Fitzsimmons in eight rounds with a left hook in the stomach followed by left on the jaw. Until the knock-out the fight was in favour of Fitzsimmons, who punished Jeffries badly. A collusion between the fighters and a fake is freely charged. Fitzsimmons announced his permanent retirement from the ring." If the charges are true, it seems about time.

The French newspapers have not failed to note the effect which the charges recently made in the House of Commons against the conduct of German soldiers in China have had on Germany. But into the merits of the question they refuse to enter, considering that a discussion as to which of the international troops in China committed the most "atrocities" would now be belated and at all events inopportune in view of the way in which the Powers are working together in the Far East.

Details of Mr. Chamberlain's reply to the petition of the inhabitants of Labuan, the outlines of which we have already received telegraphically, are brought by the French mail. Mr. Chamberlain states that, after consulting the company, and hearing the Governor's observations on the petition, he has requested the company to inform the petitioners that he does not see sufficient grounds, at the present time, for complying with the request that Labuan should be removed from the administration of the company. He is not prepared to interfere with the discretion of the company in regard to the taxes complained of, or to advise His Majesty to disallow the ordinances referred to. The alien police—namely, the Sikhs—are such as are employed in other colonies besides Labuan. He fully agrees that schools should, if possible, be established in Labuan as elsewhere, and he is inviting the directors of the company to give the matter their attention. He is also consulting them as to the administration of justice. He understands that the Governor of Labuan does not consider the administration of the company to be extravagant, or its officials to be too numerous, and the interest of the company would appear to tend in the opposite direction.

One fat case of plague was reported during the 24 hours ended at noon yesterday.

Lieut. A. P. Hobson has received a medal for meritorious service in the Cuban campaign.

Manila's cholera report for the 24 hours ending at 8 a.m. on the 23rd ult. was—91 cases, 61 deaths.

Siam is threatened with a fresh cholera season owing to the scarcity of rain this year. Already there have been several cases in the Korat district.

A New York despatch reports that England and Japan have concluded an agreement guaranteeing independence of Corea. The agreement involves reciprocal action, the latter including U.S. The hermit kingdom is pledged to bring its military strength up to a standard adequate for home defence.

In the list of pensions granted during the year ended March 31, 1902, was the name of Mrs. Mary Crawford Fraser, who is granted a pension of £100 in consideration of her literary merits and of the public services of her late husband, Mr. Hugh Fraser, as Her late Majesty's Minister in Japan.

In an article on clan-fights in China the *Commercial Review* (Portland O.) states that recently many arms have been smuggled from Hongkong. The majority are taken up the river in small junks and sold to the elders of the clans and villages for from \$4 to \$20 a piece. The elders in turn dispose of them at an advance of from \$4 to \$6.

Gang-robbery is reported in the *Straits Times*, to be rife in Northern Siam. The other day a gendarmic station at Phru was rushed and a number of rifles stolen. When the last mail left, a story was current in Bangkok to the effect that gang-robbers had threatened to sack the important town of Lakon Lampung. It was said that at Phru both European and Siamese places of business have been raided, that the Governor had had to leave town, and that the place was in charge of 300 Shan gang-robbers. These men were said to be provided with firearms.

SALE OF H.M.S. "SWIFT."

Messrs. Hughes & Hough yesterday afternoon sold by public auction for the Admiralty H.M. unarmoured composite gun-vessel *Swift* as she now lies in the Harbour. There was a large attendance at the sale, which took place on board. Bidding started at \$5,000 and was briskly carried to \$28,500, at which figure the vessel was knocked down to Messrs. Chu Woo. The *Swift* is 180 feet long, by 29 feet broad, and has a displacement of 756 tons. She is copper-sheathed, with engines by Benoit, two cylindrical tubular boilers and three wooden masts. The anchors, mooring-gear, boats and boats' gear were not sold. The Admiralty did not guarantee that she was fit for further sea service.

OUTBREAK OF FIRE.

Shortly after three o'clock yesterday morning fire broke at 379, Queen's Road Central. The Brigade under Mr. D. Macdonald turned out as quickly as possible, but could not prevent the total destruction of the first, second, and third floors; the ground floor was only damaged by water, and the adjoining house, No. 377, sustained slight damage from the same source. No. 379 was occupied entirely by Chinese tradesmen, the first floor being rented jointly as a drug-store and watchmaking establishment, and the second and third floors as a photographic studio. The amount of the damage is unknown, but will probably be covered by the insurance, which totals \$9,900 between the three businesses, and is payable by the Pak On and Chin On Companies.

"COMMERCIAL REVIEW."

Mr. Allan Cameron, general agent of the Portland and Asiatic Steamship Co., sends us a copy of the annual number of the *Commercial Review*, which is published in Portland, Oregon. The Review deals with the trade and possibilities of Portland especially with reference to its shipping connection with the Far East. It is finely printed and contains many beautiful illustrations of the ports in the Orient as well as of the city where it is published. The trade of the Portland and Asiatic Co. as carried on by the well-known freight-carriers, *Indravetti*, *Indrapura* and *Indrasamra* is especially dealt with and described. Among the illustrations is one of Hongkong. The reading matter is exceedingly interesting and contains information that will be found valuable by all interested in the trade of the Orient.

LATEST STEAMER MOVEMENTS.

The T.K.K. steamer *Nippon Maru*, with mails &c. from San Francisco to the 24th ult. via Honolulu, left Yokohama for this port, via Inland Sea &c. yesterday morning.
The T.K.K. steamer *America Maru*, with mails &c., which left here on 12th ult. for San Francisco, via Shanghai, &c., arrived at her destination on the 8th inst.
The C.P.R. steamer *Empress of India* arrived at Yokohama at 8 a.m. on the 11th inst., and left again at 2 p.m. same day for Kobe, where she was due to arrive at 2 p.m. on the 12th inst.
The Imperial German mail steamer *Bayern* left Kobe via Nagasaki and Shanghai on the 11th inst., a.m., and may be expected here on about the 19th inst.
The N.Y.K. steamer *Bijou* (American Line) left Shanghai for this port on the 13th inst., and is expected here on the 16th inst.

TELEGRAMS.

"DAILY PRESS" SERVICE.
FAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 12th August, 6.15 p.m.

MARCUS ISLAND.

The Marcus Island affair is still being discussed by the United States newspapers. In the State Department's opinion, Captain Rosehill's claim has been invalidated by his neglect to perfect his title. It is stated that the United States have ordered vessels to visit Wake and Midway Islands, south-east of Marcus Island, where the Japanese are reported to have settled. The United States claim the islands, but have no objection to Japanese settlers on them unless Japanese sovereignty is asserted.

FRANCE AND SIAM.

The Parisian papers are discussing the Franco-Siamese questions. They admit that relations are strained. The Siamese Vice-Minister of the Interior and the French Minister to Siam, M. Klobukowski, have arrived at Paris, to negotiate an understanding.

REUTERS'S SERVICE.

LONDON, 11th August.

THE KING IN LONDON.

A Privy Council will be held by His Majesty to-day, at which will be a formal transfer of seals to the new ministry. His Majesty will afterwards hold an investiture of the Victorian Order.

THE KING'S MESSAGE TO HONGKONG.

We have received from the Colonial Secretary's Office the following copy of a telegram from the Secretary of State for the Colonies to H.E. the Officer Administering the Government, dated 12th August, 1902:—

"His Majesty the King cordially thanks the Executive and Legislative Councils and people of Hongkong for their loyal congratulations to him and Her Majesty the Queen on the occasion of their Coronation."

ARMED ROBBERY.

About eight o'clock on Tuesday night an armed robbery was committed at 8, Kan U Fong, near No. 5 Police Station, Queen's Road Central. Money and goods to the amount of about \$90 were taken, but no arrests have been made.

THE WEATHER.

We received yesterday the following weather report from Hongkong Observatory:—
13th August, 11.45 a.m. The barometer is falling over the Philippines; rising in S. China, where pressure is now above the normal.
Gradients slight with variable and NE winds on the China coast.
Forecast:—E winds, light; showery.
No reports from the North.

DAMAGE BY THE RAIN.

The material of which many or nearly all of the roads in the Colony are constructed lends itself very much to the wearing action of a heavy downpour of rain, and after such weather as we have had of late it is not surprising to learn that disrepair is the order of things throughout the Colony, but particularly, the police report, in the city itself. Some roads are so badly up in the eastern districts as to make them dangerous for passengers at night. Caine Road in places shows the effects of the weather very plainly, and at the west end of Ripon Terrace a retaining wall has collapsed and made the roadway exceedingly unsafe in the dark. This is also the case between Ladder Street and West Terrace, where several old buildings are showing a tendency to instability; it is expected that collapses will ensue and the occupants have been warned out while the necessary remedial measures are being conducted by the Public Works Department. In Austin Road, Kowloon, we are told that a retaining wall has shown indications of coming down, and has had to be shored up. The building in connection with this wall is a new one, having been finished about a year ago. The occupants here have also been cleared out. When the wall in question was being built, Mr. P. T. Crisp, Inspector of Buildings, summoned the contractor, a Chinaman, for doing the work badly. Mr. J. H. Kemp who heard the case, dismissed the summons, but the wall, which at that time was deemed to have been properly constructed, has now settled the question for itself by cracking and bulging. It was ever thus in Hongkong! Last night it was still raining, and the lightning flashes were very vivid.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday in the Council Chamber.

PRESENT.

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT, Major-General Sir V. GASCOIGNE, K.C.M.G. (Commanding the Troop).
Hon. H. MAY, C.M.G. (Colonial Secretary).
Hon. Sir HENRY SPENCER BARKLEY, K.C. (Attorney-General).
Hon. A. M. THOMSON (Colonial Treasurer).
Hon. Commander R. M. BUNNET, R.N. (Harbour Master).
Hon. W. CHATHAM (Director of Public Works).
Hon. Dr. F. W. CLARK (Medical Officer of Health).
Hon. WEI A YUE.
Hon. C. S. SHARP.
Hon. G. W. DICKSON.
Hon. G. W. F. PLAYFAIR.
Hon. R. SHERWAN.
Mr. N. J. DRAYSON (Acting Clerk of Council).

The minutes of the last meeting of Council and of the special meeting held on the 9th inst., having been read and agreed to, the Council proceeded to business.
Hon. R. SHERWAN said:—Sir, With reference to these minutes, I beg to move that the answer to Mr. Playfair's question be recorded in full, and that in future the answers to questions of that nature be recorded in full in the same manner as the questions are recorded. Mr. Playfair has asked an important question, and I cannot see why the answer should not be recorded. I am quite sure the Government are not ashamed of the answer they give to these questions, and therefore I cannot see why they should not record them. The necessity for recording the answers to these questions is so obvious that I do not think it is necessary for me to say anything more on the subject.

Hon. G. W. PLAYFAIR—I beg to record.
The COLONIAL SECRETARY—Sir, the matter was carefully looked into when the hon. member made a similar suggestion before, and it was found that those minutes of the Council are prepared in quite correct form and according to Parliamentary precedent. I see no sufficient reason myself for departing from the correct form.

The ATTORNEY-GENERAL—To do what the hon. member desires would be quite out of order. These minutes are merely a record of proceedings, not a detailed report of them. When a question is put, the fact is recorded that the question was put and the answer given. It is necessary to set out the question in full, or the minutes would fail in a sensible manner, but it is not customary nor is it necessary in the minutes to set out in length the answer given. For instance, the minutes simply record the fact that a bill was read the first time or the second time, and so on. The provisions of the bill are not set out in detail in the minutes, and if hon. members desire to know what the details of the bill are, there is a place to look for them. So it is with the answers given to questions, and for these reasons it would be unwise, because unnecessary, to adopt the suggestion of the hon. member.

Hon. R. SHERWAN (on a sign of assent from HIS EXCELLENCY)—In the first place, sir, I object to the statement—
The COLONIAL SECRETARY—Sir, I rise to order.

HIS EXCELLENCY—Yes, I allowed the hon. member to speak.
Hon. R. SHERWAN—I think I have a right to reply. In the first place, I cannot admit the statement of the Colonial Secretary that it would be incorrect to do as I suggest. Surely it would be more correct to place the question and the answer on record than to place the question and no answer. Then the hon. Attorney-General said the minutes were but a record of proceedings, but I leave it to you to say whether it is a record or not to say that someone asked a question and the Colonial Secretary replied.

The HARBOUR MASTER—Yes.
Hon. G. W. F. PLAYFAIR—No.
Hon. R. SHERWAN—I leave it to you—I leave it to all sensible men to say whether that is a record; it is absolutely no record at all, and it is perfectly ridiculous to say it is. As I have already said, I believe the Government are perfectly sincere in the answers they give to these questions, and why should not the replies be given in full so that people outside may be given the opportunity of seeing them? As matters stand at present, you cannot comment on it.

The ATTORNEY-GENERAL—You may make a motion on it.
Hon. R. SHERWAN—But you cannot comment on it.
The ATTORNEY-GENERAL—The proper way to comment on it is by way of a motion.
Hon. R. SHERWAN—You cannot elucidate what the Government said in reply to a question, and besides, we unofficial members are not allowed to stand up and ask what is meant, nor can we refer to any record to see what the reply was.

The ATTORNEY-GENERAL—In courts of law, and in this I think the Senior Unofficial Member will bear me out, the minutes prepared by the registrar are the bare record of what has occurred. For instance, a motion is made, and a record of the fact is set out shortly; the court delivers judgment, refusing the application, and here again the fact is recorded, but the reasons for that judgment are not stated.
The COLONIAL SECRETARY—The hon. member seems to forget that there is a reporter specially paid for recording the proceedings of this Council, and that the proceedings appear in the public Press and are also recorded in the *Hansard*.
Hon. R. SHERWAN—The only official record of the proceedings of this Council, I understand, appears in the *Government Gazette*.
The COLONIAL TREASURER—No.
The HARBOUR MASTER—They are recorded in the *Hansard*, and do not appear in the *Government Gazette* at all.
Hon. R. SHERWAN—If the Government are bound by the *Hansard*.
The COLONIAL TREASURER—They are.

HIS EXCELLENCY—Does the hon. member wish me to take a vote?
Hon. R. SHERWAN—I do.
The motion was then put to the Council and lost.

THE KING'S MESSAGE TO HONGKONG.
HIS EXCELLENCY—Gentlemen, before proceeding with the ordinary business of the meeting, I should like to read to you a telegram I received this morning from the Secretary of State for the Colonies to H.E. the Officer Administering the Government, dated 12th August, 1902:—His Majesty the King cordially thanks the Executive and Legislative Councils and people of Hongkong for their loyal congratulations to him and Her Majesty the Queen on the occasion of their Coronation." (Applause.)

FINANCIAL.

The COLONIAL SECRETARY laid on the table Financial Minutes (No. 88) and moved that it be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.
The COLONIAL SECRETARY laid on the table the Report of the Finance Committee (No. 10), and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

QUESTIONS.
Hon. R. SHERWAN—I rise, sir, to put the questions of which I gave notice at last meeting. The questions were as follows:—
How is the Widows and Orphans' Pension Fund formed?
What does the fund amount to at present?
Do all Civil servants subscribe to it? If not, why not?
What proportion of their salaries is subscribed by those who belong to the Fund?
Do the Government assist this Fund in any way already?
If so, how?

What is the difference between the rate of 3/- per dollar and the rate taken at 1/9 estimated to amount to per annum?
The difference between 1/9 the rate paid by Civilian and the rate of the day, say 1/4, is only two pence per dollar, or say 12 per cent, but at Hongkong the difference will be about 1/3 per dollar, or over 70 per cent. Why is the Hongkong contribution so much more liberal?
The COLONIAL SECRETARY said—The answers to the questions are as follows:—
a. The Fund is regulated by Ordinance No. 15 of 1900 as amended by Ordinance 28 of 1900 and 12 of 1901.
b. On 31st December last the amount at credit was \$109,328. The amount in the annual report laid before Council in the beginning of the year.

c. All Civil servants with salaries of \$240 or more per annum contribute to the Fund, with the exception of a few officers who joined the service before 1st January 1891, that being the date of the institution of the Fund.
d. 1 per cent.
e. Yes, by guaranteeing 6 per cent. interest on the capital of the Fund.
f. Only an experienced accountant could, after great labour, answer this question. As already explained in Finance Committee, a rough estimate would put the cost to Government at a few hundred dollars next year, rising annually to a maximum of \$12,000 in about thirty years and then rapidly declining till extinction. Officers appointed after last year, whose widows would be likely to draw pension in England, are now contributing on a sterling basis, and therefore the vote affects only those officers appointed before the end of 1901.

g. The reason probably is that Ceylon is practically a gold colony with the rupee at 1s. 4d. and there is no necessity for that Government to put up more than 2d. the rupee to make an adequate sterling pension in England. There is nothing more on the subject than the Secretary of State's despatch already laid before Council.

COLLAPSE OF HOUSES.

Hon. G. W. F. PLAYFAIR—Sir, I rise to give notice of the following question which I shall ask at next meeting of Council: "To ask the Hon. the Colonial Secretary, with reference to the recent collapses of newly erected houses in both Hongkong and Kowloon, and consequent deplorable loss of life, what steps have the Government taken to see the responsibility? There being no coroner's jury, the COLONIAL TREASURER—I rise to order, sir. It is deplorable matter.

Hon. G. W. F. PLAYFAIR—I am asking a question. (Proceeding)—There being no coroner's jury, does not the onus rest with the Government—
The COLONIAL TREASURER—Not necessarily.
Hon. G. W. F. PLAYFAIR—But I am asking the question.
The COLONIAL TREASURER—It is deplorable. Hon. G. W. F. PLAYFAIR (cont.)—Does not the onus rest with the Government, as we that human life is not heedily sacrificed and that punishment is meted out to the guilty? As the plans were passed by the P. W. D. the fault presumably must be in the Government work, and if this is so, will the Government not take steps to punish the wrong-doer and in justice to license contractors and builders to have to have a hold over them in the event of willful neglect to put in honest work? And finally, will the Government state what the regulations are as to public enquiries being held into accidents such as these?

The COLONIAL SECRETARY—It may be as well now to state, for the information of the hon. member, that the reason of there having been no coroner's enquiry so far is that it takes time to get the necessary reports to enable the coroner to judge upon a record of what has occurred, an enquiry is necessary. When these collapses occurred, reports were called upon them from the police and from the Director of Public Works, and an enquiry will be held as soon as the coroner has had time to sift these reports.
Hon. G. W. F. PLAYFAIR—I am much obliged.

THE WATER BILL.

The ATTORNEY-GENERAL moved the third reading of the Bill entitled an Ordinance to provide for and regulate the Supply of Water in the Colony of Hongkong and for the Maintenance and Repair of the Works in connection therewith.

The COLONIAL SECRETARY seconded, and the motion was carried.

The ATTORNEY-GENERAL then moved that the Bill be passed.

The COLONIAL SECRETARY seconded.

Hon. Dr. HO KAI—Sir, I desire to ask that my dissent to the passing of the Bill and that of my colleagues opposite be recorded.

The ATTORNEY-GENERAL—The only way to do that is to vote against it.

Hon. Dr. HO KAI—Very well.

HIS EXCELLENCY—Then I understand you oppose it?

Hon. Dr. HO KAI—I do.

The motion that the Bill be passed was then put to the Council and was carried.

The Bill was accordingly passed.

The Council adjourned sine die.

FINANCE COMMITTEE.

A meeting of the Finance Committee was held immediately after the Council. The Colonial Secretary (Hon. P. M. May, C.M.G.) presiding.

THE VOLUNTEER CONTRIBUTION.

There was only one minute before the committee, and it was a vote with reference to the payment of the Coronation Contingent.
The COLONIAL TREASURER—I should like to know, Mr. Chairman, whether those members of the Volunteer Contingent who are Government servants are supposed to draw the Government pay in full and this pay in addition?

The CHAIRMAN—I may explain that the attention of the Secretary of State was drawn to that point by telegraph, but an answer has not been received yet.

Hon. C. S. SHARP—This expenditure was

never contemplated when the Contingent was sent home?

The COLONIAL TREASURER—The stipulation was that they were to receive no pay whatever.

The CHAIRMAN—I shall read to you the communication of the Secretary of State on the subject, and put you in possession of all the facts I have got.

The COLONIAL TREASURER—The point I want to make clear in this matter is this. Had it been understood the men were to be paid, would the Colony have been better enabled to make a selection of the Volunteers to go home? (Laughter.) They were told that they would receive no pay when they went home, and they go home and are paid.

The CHAIRMAN—It appears that other Colonial troops were paid.

The COLONIAL TREASURER—We knew that beforehand. The Straits Settlements were not going to give them pay, but they appear to have changed their policy.

Hon. G. W. F. PLAYFAIR—Are there not a lot of these men who are better off than when they were in the Contingent?

The CHAIRMAN—I suppose they will get pay while they are in camp or taking part in the Coronation celebrations.

Hon. G. W. F. PLAYFAIR—I do not suppose a quarter of them were in camp from the 26th of June till the 9th of August, and they would be getting paid all the time.

The vote was put to the meeting and agreed to.

This was all the business.

POLICE COURT.

Wednesday, 13th August.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

THEFT OF A PASSAGE TICKET.

On Tuesday a Cantonese was coming out of the Harbour Office carrying in his hand a pass- age ticket which he had just taken out for Singapore by the steamer *Nam Sang*, when a street loafer, snatched the ticket from him and passed it in a twinkling to a confederate, who bolted. The first man was caught by the duped Cantonese, who held on to him until a policeman came along.

When the case came before his Worship it was remanded for further enquiries regarding the second man, who, it was thought, might make use of the ticket and take the trip to Singapore by the *Nam Sang*.

BEACHCOMBER.

James O'Neil, an old offender in the beach- combing line, omitted to return to the house of detention, whence he had been committed as a vagrant, and was given 14 days' hard labour. He employed the time he was at liberty by begging in the street.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

TROUBLESOME RICKSHA-COOLIE.

Lam Ming Loi, a ricksha-coolie, was charged by Mr. P. T. Crisp, Inspector of Buildings, with creating a disturbance on the complainant's premises and demanding more than his legal fare. The accusation was denied.

The complainant said he took the ricksha from the electric works near Hongkong to his house in Salisbury Avenue, and gave him 10 cents to give to the defendant, the journey lasting only a quarter of an hour. The defendant wanted "coushoo," and when he saw he was not likely to get it he pushed open the gate, stood on the steps of the house, and shouted out abuse.

He was fined 5s.

QUARREL BETWEEN WIDOWS.

Zelinda Barro, a widow residing at 45, Mosque Street, summoned her next door neighbour, Regina Caravello, also a widow, for using towards her abusive and indecent language calculated to cause a breach of the peace. A plea of not guilty was tendered.

The complainant said she hung out some clothes to dry on the verandah, and as she was turning away the defendant appeared on the other side and used the express words complained of. That was all; the complainant had no quarrel with the defendant, who, she added, mainly was "a little mad."

The defendant, who made an unintelligible and rambling statement, was discharged with caution.

PICK-POCKET AT ILLUMINATIONS.

On Monday we reported that a Chinaman had been arrested by Inspector Gidley for attempting to pick the pocket of an European lady who was watching the illuminations on Saturday night, and that the case had been remanded for the appearance of the latter. She is attached to the Berlin Foundling Hospital, and on her evidence and that of Inspector Gidley the accused was sentenced to a month's hard labour.

THE "TERRIBLE'S" NEW RECORD.

Yesterday, says the *Singapore Free Press* of the 5th inst., was a great day for Singapore and greater still for the Tanjong Pagar Dock Company, for the world's record for coaling, hitherto held by Hongkong, was beaten in splendid fashion by the Tanjong Pagar coaling, the grand total of 1,510 tons of coal, an average of 32 tons per hour, or actually 30 tons per hour more than was effected at Hongkong, whose average only amounted to 272.

How it was done remains to be told and also of the adverse circumstances under which the task was performed. Preparations had certainly been made by the Tanjong Pagar Dock Company, instructed by Messrs. Paterson Simons and Co., the Navy Contractors, but these were for Sunday, when the *Terrible* was expected, and coal had been stacked along by the wharf edge at section six and lighters loaded ready for the fray. Crowds of coolies had received orders to work at their hardest pitch with a hint of extra kudos at the end and in fact if the *Terrible* had come in at daylight on Sunday morning all was prepared for her arrival and the coolies would have heeded her in the cool moon.

But Capt. Scott had in some way or other received a message—certainly not from the Tanjong Pagar Dock Company—to the effect that he would not go alongside the wharf here, but would take in 500 tons of coal from lighters in the Roads. Previously to this, however, Mr. Sellar had written to Captain Scott asking to be informed when the *Terrible* would arrive at Singapore as he would make preparations for her prompt coaling dispatch. A reply was made to the effect that Captain Scott would wire when the *Terrible* left Hongkong. Accordingly from latest information—Mr. Sellar calculated the *Terrible* would be here on Sunday. Delayed at Hongkong, the vessel was a day late, and it was not until yesterday morning at seven minutes past ten that she was alongside the wharf ready for her coals, but she was unprepared for anything in the way of record-breaking. Mr. Sellar went on board and informed

Captain Scott that it was the Tanjong Pagar Co.'s intention to endeavour to beat the Hongkong record, and he (Captain Scott) at once courteously offered the assistance of his men.

The offer, however, was declined, Tanjong Pagar preferring to accomplish its big order unaided, and accordingly at 10.7 the coolies began their five-hour task. Throughout the whole of this time they worked like Trojans with pick and shovel, basket and pail, loaded by their own foremen and watched by their contractors, Mr. Tan Kheam Hock and several Tanjong Pagar officials and some from Paterson Simons. No halt for *makan*; they took this as they plodded on and with the work at its height, in the blinding clouds of grimy dust and under the fierce scorching sun rays.

Capt. Scott said as he watched the crowds of coolies swarming anti-like up and down the gangway on either side of the ship, that he had never seen anything like it. At 4.40 Hongkong special preparations had been in progress on ship and wharf for two days previous to the attempt at record lowering, a band played merrily to encourage the workers and the coolies were assisted by the *Terrible's* crew, all the Chinamen did was to carry the coal to the ship, where it was received and bunkered, but at Tanjong Pagar yesterday the coolies were in command of the *Terrible*, they invaded her and held her decks and all the jolly Jacks and gallant Marines did was to look on admiringly and wonder how the yellow devils did it, for of the 1,500 tons odd, they carried every ounce to the ship, discharged and bunkered it, and all the *Terrible* did was to see that there was no obstruction in the path of the coolies.

By seven minutes after three the task was accomplished and eight hundred grimy unkempt coolies laid back and revelled in luxuries, delight pictured on their countenances despite the thick veil of coal-dust. And so Tanjong Pagar broke the World's record for coaling, and Hongkong's colours, and she did, to her credit, under conditions that were almost normal, for besides the *Terrible* being un- prepared, there was other work at Tanjong Pagar to be done that day. As a matter of fact nine ships discharged something like 2,244 tons of coal and 2,311 tons were bunkered, this including the coaling of the French mail.

This shows what Singapore can do when put to it, for it stands to reason that if the above feat can be performed under such conditions as yesterday's, that at a time of war even better could be done, for it is almost certain that at such a time merchant vessels would have to wait for His Majesty's Navy and it would be hardly likely that a French mail would simultaneously require to be coaled. The *Terrible* was coaled yesterday practically under ordinary circumstances and it is a feather in the cap of the Tanjong Pagar Dock Company and a matter of congratulation for Singapore.

When it was all over and the *Terrible* was resuming her former spick and span appearance previous to her departure, it was a grand moment for Mr. Sellar when Capt. Percy Scott congratulated him as Manager of the Tanjong Pagar Dock Company on the excellent work performed. "You must wire to the Admiral" (the Admiral on the China Station) said he, "and tell him what you have done. That you have put fifteen hundred and ten tons of coal on board the *Terrible* in five hours, which I think is the best performance that has ever been accomplished," and by way of conclusion the gallant Captain mentioned that the Press must know it, for it was a matter in which His Majesty's Government took a deep interest and there was a general interest in view of the public attention that had been drawn to Hongkong's recent achievement.

It was nearly five o'clock before the *Terrible* weighed anchor, since she did so the body of one of her complement, a petty officer, who died as the vessel was coming into Singapore, was born from the ship's side by a firing party of 100 men from H.M.S. *Zeus*, preparatory to interment in the Bakit Tial Cemetery.

Such a well-remembered and the huge vessel, the first of its size to attempt the passage, noisily glided out through the western channel in charge of Captain Owen.

It was a beautiful scene, for the rays of the setting sun glinted on the brightly polished brasswork of the cruiser strangely contrasting with her sombre-coloured hull. Crowds watched her departure from the wharf-side and as she passed the French mail, flags dipped and the French band struck up a lively tune, and the last heard from our famous cruiser was "Adieu, Sweet Home," now changed to "Home, Sweet Home."

As she passed out of Keppel Harbour, over that course rendered famous by the passage of the *Dido* bearing homewards her freight of gallant officers and tars.

THE FIGURES.

Appended are the actual figures of the coaling:

Vessel arrived alongside the wharf at 9.30 a.m. and work was started at seven minutes past ten.

From 10.7 to 11 a.m. 260 tons were put on board

" 12 " 12 " 290 "

" 12 " 12 " 310 "

" 2 " 3 " 310 "

and at 3.7 1,510 tons had been put on the bunkers, an average of 302 tons per hour against the former record of 272 tons per hour at Hongkong.

NORTHERN NOTES.

The following items are from the P. & T. Times of the 2nd inst.:

News has reached the Provincial authorities in Paoching that Ching, the man who recently led the Associated Villagers, has been captured in a house in Northern Honan called Ling Ching.

He was promptly decapitated and his head sent to be a deterrent to others in his own district of Kwang Tung to S. W. Chihai.

It is now all but a settled matter that the bridge across the river in the French Concession will be *vis-à-vis* the Rue Colbert. On the eastern bank it will abut on a road yet to be made, which will reach the Railway Station in a sweeping curve, a good deal to the north of the present paved road. It is to be hoped when the new thoroughfare is opened to traffic that it will be a free road open to all.

A very extensive scheme is being braced by the Tientsin Land Improvement Committee. It involves nothing less than connecting the river with the Grand Canal by the cutting of an artificial water-way large enough to give passage to sea-going junks. The existing small canal that skirts the race-course near the houses of Messrs. Deiring and J. M. Dickinson would be the route in part followed.

The a.s. Min arrived at the Bund on Thursday. We regret to hear that on the voyage up she developed a case of cholera in the kitchen; on enquiry we find that there was also one case among the Chinese passengers. The sufferers have been removed to the T.P.G. isolated camp down near the "cutting" and the ship has had a thorough visit from the corps de sanitation.

The vessel was passed on Wednesday at Taku by the port sanitary officials, but anchored for the night in the river. It is supposed the infection arose in the vegetable food sold by the camp men.

Our latest Chefoo news is that the name of the recent disaster in the C.I.M. Boys' School

in the opinion of the Shanghai Analysts was cholera, but you see we will see that the school doctor strongly controverts this statement.

We understand from private sources that the opinion of the School doctor was shared by the naval doctors, who so ably co-operated at the crisis. We fear that the episode will illustrate the old difficulty of a satisfactory judgment when doctors differ. We also hear that our enterprising neighbours are seriously contemplating a newspaper in their port.

We have some reason for suspecting that negotiations are in progress at last for the establishment of a British P. & O. Office in Tientsin, and that Britons here will not much longer be under the postal penalties from which Shanghai and the southern ports have been delivered. We feel just a little sorry that the ever improving Chinese Post Office has not stepped in and taken the wind out of our sails by offering equal facilities; it is an institution which deserves to prosper. Our sympathy with its struggles against hard competition, however, does not make our appreciation of the advantage of getting letters home for five cents instead of ten.

Private letters from Hwai Lu (on the Shanai border) dated the 21st instant, state that the city is simply deluged with bad characters. They give out that they are employees of the railway and are terrorising not only the whole neighbourhood but also the officials. A day or two ago they went to a village hard by through which the telegraph passes, and told the people that the Government had given up the telegraph, and now closed the office. They stated that they had been sent to instruct the telegraph people how to pull up the poles and remove the wires. I need hardly state that their action nearly got the whole village into serious trouble with the officials.

We are sorry to state that our French neighbours have had two cases of suicide in their military forces this week. A sergeant in the Artillery shot himself with a revolver. The man was exceptionally well thought of by his officer and comrades and the explanation unofficially given is that an impending punishment for a petty fault preyed on his mind.

This hardly seems to us adequate stress of heat and weather, like we have recently been having, produces very depressing effects on the obscure mental derangement, both in India and every reader of Kipling knows, and in India these calamities most frequently occur at the heat climatic. The other case was that of a bugler at Shunhai-kwan; this was precisely similar to that in Tientsin.

We understand that a large party is coming out to strengthen the London Mission in Tientsin this autumn; quite a number of married ladies is expected.

Our curly countryman writes:— It is the intention of the Viceroy Yuan to be quit once for all of the useless hangers on and petty officials at the Yamen. We hear that in Tientsin the days of the unspeakable *je-ne-sais* and the stupid squandering *li-pou* are finished. If His Excellency's new departure succeeds, his example is sure to be followed.

Prince Su, in Peking, is better and again attends to business. The cholera in Peking is much worse, and the hospital accommodation is still insufficient.

We hear that the Viceroy has sent large sums of money to the foreign banks to meet the necessities of the many experiments in education, etc., that are about to be inaugurated.

The foreign Powers wished the ceremony of handing over Tientsin to be very formal, and overtures were made to get Prince Ching and Wang Wan-shuo down, but like the men in the parable, they all began to make excuses. At present there is a chance that the somewhat unpleasant duty may be imposed on Prince Chun on his return to England. He is due in Tientsin about the appointed time.

A censor who in the reform movement of 1898 was favourable to Kang Yu-wei, a Mr. Sven Pao Luh, and who escaped vengeance by flight, has been taken in Shensi during the last week. On asking for instructions from Peking, the local authorities were told to act warily, so as not to provoke foreign criticism.

LATE TELEGRAMS.

NEWS VIA TANGUN AND CRYSTON.

CORONATION AFFAIRS.

NETA'S CONTINGENT.

The Indian Coronation troops have arrived at Liverpool after a stormy passage. All of them are the guests of the Lord Mayor.

DECORATION OF THE ROUTE.

The decoration of the route to Westminster Abbey is actively progressing, and, though it is less elaborate than in June, it will be an effective display.

SATURDAY'S NAVAL REVIEW.

Admiral Hotham will be in a *Queen's Command* at the Review on the 16th August. The constitution of the fleet will be as far as possible as originally arranged.

FINAL ARRANGEMENTS.

The final arrangements for the Coronation processions are as follows: Colonials head the escort, the remainder of the Colonials forming a guard of honour at Whitehall. Eight State carriages contain the Princes and Princesses in the King's procession from Buckingham Palace, which will also include the great officers of the Household, the Army and Navy, the Chiefs and Indian Princes. Conspicuous figures will be Lord Roberts, Lord Kitchener, and the Indian Cavalry.

SOUTH AFRICA.

Five hundred Boers, including 12 Boer officers, arrived yesterday evening from Kaity, under an escort of Lieut. O'Kelly, of the Worcestershire and 41 men of the Lincolnshire. Captain Clements, R.A.M.C., is in medical charge.

Thirty Boer prisoners who refuse to take the oath of allegiance or sign the declaration, will be detained in India.

LORD KITCHENER'S DESPATCH.

A despatch from Lord Kitchener, dated 23rd June, thanks Lord Milner in the most cordial manner for his assistance. He specially mentions the services of Lieutenant Colonel Birdwood, of the Bengal Lancers, of Sir Percy Girard, Captain Wickham, of the Indian Staff Corps, Lord Methuen, of the Indian Staff Corps, and Colonel De Lisle. He brings to notice the services of General Gideon Blood and General Smith-Dorrien.

INVESTIGATION REQUIRED.

The South African Blue-book states that

Mr. W. Willes, the Manager of the Cairo Waterworks in Egypt, in reporting to Lord Milner states that the permanent prosperity of South Africa is only possible through irrigation. He suggests that the low tracts in the Transvaal where Europeans are unable to work, should be thrown open to British Indians.

MR. CHAMBERLAIN ON THE FUTURE.

In the debate on the Colonial Vote Mr. Chamberlain denied that it was intended packing the country in order to outnumber the Dutch, but British settlers would be able to convert the Transvaal water into a great corn-producing country. Full self-government for the new Colonies would not be delayed a moment longer than was necessary. Mr. Chamberlain also said he had not forgotten the British and Dutch who had helped us. A very considerable sum would be devoted to helping them. The question of land-settlement and the Transvaal loan would be considered in the autumn session.

MARTIAL LAW WITHDRAWN.

London, 3rd July. Martial law has been withdrawn in Rhodesia.

RETURNING TROOPS.

London, 31st July. The troopship *Dragon Grange* with 2,000 troops aboard arrived at Australia having a hundred case of measles and pneumonia, fifty of them serious. Strong allegations have been made about the overcrowding.

RAILWAY EXTENSION.

London, 31st July. The Railway Board have ordered a survey to be made with a view to the considerable extension of the railways in Orange and the Transvaal.

LORD ROBERTS.

London, 1st August. A deputation of the Lieutenants of the City of London yesterday presented Lord Roberts with an address of congratulation on the conclusion of the war.

LORD KITCHENER.

London, 1st August. The Lord Mayor has presented to Lord Kitchener Cape Town's sword of honour.

At the South African dinner yesterday evening Lord Kitchener received an immense ovation. He paid a tribute to Lord Milner in the most cordial terms. He said South Africa possessed every description of potential wealth and should become a new America in the southern hemisphere.

GENERAL NEWS.

SIR M. HICKS BEACH. London, 29th July. The *Daily News* states that Sir Michael Hicks Beach proposes to start for India in September. He attends the Coronation Durbar.

LORD KITCHENER'S TITLE.

London, 29th July. Lord Kitchener's title has been gazetted as Viscount Kitchener of Khartoum and the Viscount in the Transvaal and Asquith in Suffolk.

THE GOVERNMENT.

London, 29th July. Mr. J. C. Wason, member for Orkney and Shetland, has joined the Opposition.

ELECTION NEWS.

London, 30th July. At the Leeds election the result was Mr. Barrow 7,530 and Sir Arthur Lawson 6,781 votes. The Liberals gained.

COOPER'S HILL.

London, 30th July. Lord George Hamilton distributed the prizes at Cooper's Hill and said the British rule in India rested on the prosperity of the people of India. Indian railways had begun to be remunerative, hence the Government was able to devote further sums thereto.

The report of the President showed that the College was paying its way.

A PREMATURE BOOM.

London, 30th July. Authoritative predictions are made of an unprecedented commercial boom with a three years' owing to the abolition of *laissez-faire* in China.

THE PERSIAN GULF.

London, 30th July. Lord Cranborne, in reply to a question in the House, said he had no information regarding the Russian purchase of land on the island of Bahrain.

THE EDUCATION BILL.

London, 30th July. Owing to the unpopularity of the Education Bill a large political meeting will be held at Leeds, at which Lord Elgin will preside.

ARMY NEWS.

London, 30th July. Mr. Balfour has stated that the War Commission is incomplete. Lord Elgin is chairman and it will consist of about seven members and will be as far as possible non-political, the civil element predominating.

FRANCE AND WALLA.

London, 31st July. Sahadeth, the Siamese Vice-Minister of the Interior, is coming to Europe on a political mission in connection with the trouble with France.

OBITUARY.

London, 1st August. Colonel Forestier-Walker has been accidentally killed on the railway at Helston.

THE MAFIA CASE.

London, 1st August. The Mafia trial in connection with the murder of the Mayor of Palermo in 1893 has been concluded. Ex-Deputy Palazzolo Pignori Fontana and Trapani have been sentenced to thirty years' imprisonment; the others have been acquitted. The verdict is a tremendous blow to Mafia.

SPORT—THE CHAMPIONSHIP FIGHT.

London, 28th July. The Mayor of San Francisco, revising the decision, says that he thinks the fight was fair.

CRICKET.

London, 29th July. Kent beat Somerset by an innings and 102 runs. Hampshire beat Surrey by ten wickets.

London, 30th July. Yorkshire beat Warwickshire by 100 runs. Worcestershire beat Leicestershire by eight wickets. Lancashire v. Gloucester, Sussex v. Middlesex, and Essex v. the Australians were drawn.

NEWS VIA SHANGHAI.

THE CORONATION.

EFFECTIVE DISPLAY PREPARING. London, 6th August. Coronation plans occupy public attention almost exclusively; much hesitancy was manifested a day or so ago to prepare the city as completely for the event as was done in June, has disappeared and, as if to make up for lost time, the work of dressing the streets is now redoubled in activity. Until Saturday, day and night will be indistinguishable in this respect. Doubt entertained by many as recently as yesterday, that decorative adjuncts of the celebration would not be as elaborate as before, cannot withstand the impetus that stirs the

EASTMAN'S KODAKS. FILMS. AND ACCESSORIES

DEVELOPING AND PRINTING UNDERTAKEN.

GOOD WORK. PROMPT RETURN.

WE HAVE AN ESTABLISHMENT SOLELY DEVOTED TO EXECUTING WORK FOR AMATEURS, AND WE HAVE LARGER AND BETTER FACILITIES FOR DEVELOPING AND PRINTING THAN ANY HOUSE IN THE COLONY.

ACHEE & CO., PHOTOGRAPHIC GOODS STORE. 17A, QUEEN'S ROAD CENTRAL.

FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 6th May, 1902.

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holiday spirit. It may not be possible to make richer preparation than then, but the show will be no less effective. News of King Edward continues excellent. These so fortunate as to catch a glimpse of His Majesty on Saturday will be prepared of course to detect traces of his recent suffering, but it is suspected that rather than buoy hopes too high concerning him, the official bulletins are purposely toned to the coldest possible statement, and that his appearance will constitute the most pleasant surprise of the festivities.

SOCIETY AFTER THE EVENT.

London, 6th August. Plans for relief from the strain of Coronation festivities must be modified somewhat because of the inclemency of Spring and early Summer weather. Shooting in the Scotch moors will fall as a sport this season on that account, reports from there agreeing that the outlook is worse than for seven years. Those who had arranged shooting parties must thus turn to other diversions, adding no doubt to the exodus of society to the Continent.—*Shanghai Times*.

MOET & CHANDON'S "DRY IMPERIAL" CHAMPAGNE

PER 1 DOZEN BOTTLES ... \$54.
PER 2 DOZEN BOTTLES ... \$56.

MARTELL'S THREE STAR BRANDY

PER DOZEN ... \$30.

KING EDWARD VII. LIQUEUR SCOTCH WHISKY

PER DOZEN ... \$20.

SPARKLING REDBURGUNDY

from the famous Cellars of MESSRS. GUICHARD, POTHERET & CO

SOLE AGENTS—H. PRICE & CO. 12, QUEEN'S ROAD.

MITSUBISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," NAGASAKI. A.I. A.B.C. Scott's and Engineering Code Used.

DOCK No. 1 (at TATEGAMI). Extreme Length ... 525 feet. Length on Blocks ... 515 " Width of Entrance on Top ... 89 " Width of Entrance on Bottom ... 77 " Water on Blocks at Spring Tide ... 284 "

DOCK No. 2 (at MUKAJIMA). Extreme Length ... 371 feet. Length on Blocks ... 350 " Width of Entrance on Top ... 66 " Width of Entrance on Bottom ... 53 " Water on Blocks at Spring Tide ... 2

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until the next issue.

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P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

BOARD AND RESIDENCE.

EXCELLENT View of Harbour. Ten Minutes walk from the Clock Tower.

Apply "HADDINGTON HOUSE," Kennedy Road (Opposite Union Church). Hongkong, 14th August, 1902. [218]

STEAMSHIP "TINSANG" GENERAL AVERAGE.

NOTICE IS HEREBY GIVEN that all Claims for damage to Cargo, and for Cargo short received, must be submitted to the Adjuster, Mr. F. S. FULCHER (of the China Traders' Insurance Co., Hongkong, on or before the 15th September next, after which date no Claims will be recognised.

JARDINE, MATHESON & CO., General Managers. LINDO-CHINA S. N. CO., Ltd. Hongkong, 14th August, 1902. [219]

IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF THE ESTATE OF WILLIAM POWER, late of the Imperial Chinese Maritime Customs Service, Deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 38 of Ordinance No. 3 of 1897, made an Order limiting to the 15th day of September, 1902, for sending in Claims against the above Estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said date.

Dated this 13th day of August, 1902.

J. W. NOELTON-KYSHIE, Official Administrator. [2182]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, for ACCOUNT OF THE CONCERNED, "TO-MORROW (FRIDAY), the 15th August, 1902, at 2.30 P.M., at their SALES ROOMS, 20, Des Vaux Road, A SMALL CONSIGNMENT OF VALUABLE JAPANESE CURIOS, Comprising: SATSUMA VASES, INCENSE BURNERS, PLATES, JARS, LACQUERED PANELS, PHOTO ALBUMS, CLOISONNE WARE, IVORY FIGURES, &c., &c.

Five Cases: HANDKERCHIEFS, Sixteen Cases WINE, BICYCLES, One PIANO, and SUNDRY HOUSEHOLD FURNITURE.

And 6,000 lbs. BISCUITS.

Terms: As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 14th August, 1902. [2187]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO, AND SINGAPORE.

THE Company's Steamship

"AWA MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day, 13th inst.

Goods not cleared by the 20th instant, will be subject to rent.

All ship-damaged packages must be left in the Godowns and notice of same sent to this Office before the 20th inst., or claims in connection therewith will not be recognised.

NIPPON YUSEN KAISHA. Hongkong, 13th August, 1902. [2186]

FROM HAMBURG, BREMEN, ROTTERDAM, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"BAMBERG," Captain Kirchner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., To-day, the 13th inst.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 5 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 13th August, 1902. [2185]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING," Captain Hodgins, will be despatched for the above ports TO-MORROW, the 15th inst., at Noon.

For Freight or Passage, apply to DOUGLAS LARPAK & CO., General Managers. Hongkong, 13th August, 1902. [2181]

NEW ADVERTISEMENTS

FOR YOKOHAMA AND KOBE.

THE N.D.L. Steamship

"BAMBERG," Captain Kirchner, will be despatched for the above ports TO-MORROW, the 15th inst., at 5 P.M.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 14th August, 1902. [2184]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

Captain P. H. Rolfe, will be despatched as above on TUESDAY, the 19th inst., at Noon.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, 14th August, 1902. [2183]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

Captain R. Rodger, will be despatched as above on THURSDAY, the 21st inst., at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & CO., General Managers. Hongkong, 14th August, 1902. [2188]

PUBLIC COMPANIES

THE HONGKONG NECROPOLIS COMPANY, LIMITED.

APPLICATIONS FOR ALLOTMENT.

ALL Applications for an Allotment of Shares in the above-named Company must be sent in to the Registered Office of the Company, No. 30, Des Vaux Road Central, on or before the 15th AUGUST, 1902, after which date the List will be closed and the Allotment proceeded with.

Hongkong, 29th July, 1902. [2051]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the

ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 16th day of August, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1902.

By order of the Court of Directors, J. R. M. SMITH, Chief Manager. Hongkong, 24th July, 1902. [2023]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 18th AUGUST, at 11.15 A.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to 18th August, both days inclusive.

By Order of the Board of Directors, GEO. A. CALDWELL, Acting Secretary. Hongkong, 28th July, 1902. [2024]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 18th AUGUST, at 11.15 A.M., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to 18th August, both days inclusive.

By Order of the Board of Directors, GEO. A. CALDWELL, Acting Secretary. Hongkong, 28th July, 1902. [2024]

QUEEN MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on FRIDAY, 22nd August, 1902, at 11.45 A.M., when the question of the Resolutions proposed at an Extraordinary General Meeting of the Company held on Tuesday, 5th August, 1902, will be submitted for confirmation as a Special Resolution, namely:—

"That the Company be wound up voluntarily and that ARTHUR BYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be and he is hereby appointed, Liquidator for the purpose of such winding up."

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 6th August, 1902. [2141]

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on FRIDAY, 22nd August, 1902, at Noon, when the subject of a Resolution, which was passed at an Extraordinary General Meeting of the Company held on Tuesday, 5th August, 1902, will be submitted for confirmation as a Special Resolution, namely:—

"That the Company be wound up voluntarily and that ARTHUR BYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be and he is hereby appointed, Liquidator for the purpose of such winding up."

JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 6th August, 1902. [2142]

PORTLAND CEMENT

J. B. WHITE & SONS.

SOLE AGENTS FOR HONGKONG.

ALEX. ROSS & CO. Hongkong, 1st July, 1902. [16]

PURE FRESH WATER

THE HONGKONG STEAM WATER

BOAT CO., LTD., is prepared to supply ANY QUANTITY OF PURE FRESH WATER to the Shipping, both for Deck and Cabin.

Call Flag W.

J. W. KEW, Manager. 20, Des Vaux Road. Hongkong, 13th June, 1902. [165]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY, the 16th August, 1902, at 2.30 P.M., at his SALES ROOMS, Duddell Street, A QUANTITY OF HOUSEHOLD FURNITURE (moved to Sale Rooms for convenience of Sale);

Also Some BICYCLES (Tandem and Others). Full Particulars from Catalogues. On view from Friday, the 15th August.

Terms:—Cash on delivery.

GEO. S. LAMBERT, Auctioneer. Hongkong, 13th August, 1902. [2177]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

SATURDAY, the 16th August, 1902, at 2.30 P.M., at their SALES ROOMS, 20, Des Vaux Road (unless previously disposed of by private sale).

The following valuable leasehold residential property situated at Mount Gough in the Peak District, Hongkong, viz.:—

All that piece or parcel of ground situated, lying and being at Mount Gough in the Colony of Hongkong abutting on the North side thereof partly on Government Ground partly on Rural Building Lot No. 2 and partly on the Remaining Portion of Rural Building Lot No. 1 and measuring thereon altogether 561 feet, on the South side thereof on Government Ground and measuring thereon 630 feet, on the East side thereof on Government Ground and measuring thereon 320 feet, and on the West side thereof on the Remaining Portion of Rural Building Lot No. 1 and measuring thereon 355 feet which said piece or parcel of ground contains in the whole 187,440 square feet and is intended to be registered in the Land Office as Section A of Rural Building Lot No. 1 together with message, erections and buildings thereon known as "Brookhurst."

Term of Crown Lease, 75 years—Apportioned Annual Crown Rent, \$4,400.

For further particulars and conditions of sale, apply to DENNIS & BOWLEY, Solicitors, Supreme Court House, or to HUGHES & HOUGH, Auctioneers. Hongkong, 8th August, 1902. [2154]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on

TO-MORROW (FRIDAY), the 15th August, 1902, at 2.30 P.M., at Messrs. DOUGLAS LARPAK & Co.'s Wharf, The Steam Launch "IBIRITO" (late "Kono Fo")

She is practically new and has been thoroughly overhauled, and is strong for towing purposes.

For further particulars apply to the undersigned.

Terms:—Cash. The Launch will be on the Purchaser's risk on the fall of the hammer.

V. I. REMEDIOS, Auctioneer. Hongkong, 12th August, 1902. [2171]

PUBLIC AUCTION.

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked 1, nearest Hongkong, 2, midway between Hongkong and Kowloon, and 3, nearest the Kowloon Wharf. Vessels anchoring further from Kowloon are marked 4, nearest Hongkong, 5, midway between Hongkong and Kowloon, and 6, nearest the Kowloon Wharf.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DATE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. via PORTS OF CALL	BALLAARAT	Brit. str.	2 m.	R. A. Peters	P. & O. S. N. Co.	On 16th inst. at Noon.
LONDON, via SUEZ CANAL	GLENTURBET	Brit. str.	2 m.	R. Webster	McGREGOR BROS. & CO.	On 16th inst.
LONDON & ANTWERP	TELEMACUS	Brit. str.	2 m.	Potter	BUTTERFIELD & SWIRE	On 20th inst.
LONDON & ANTWERP	HEGLOE	Brit. str.	2 m.	Potter	GIBB, LIVINGSTON & CO.	On or about 20th inst.
LONDON	ANTWERP	Brit. str.	2 m.	Potter	BUTTERFIELD & SWIRE	On 9th September.
LONDON	ANTWERP	Brit. str.	2 m.	Potter	BUTTERFIELD & SWIRE	On 18th September.
LONDON	DIOMED	Brit. str.	2 m.	Potter	BUTTERFIELD & SWIRE	On 30th September.
LONDON	JASON	Brit. str.	2 m.	Potter	BUTTERFIELD & SWIRE	On 14th October.
LONDON	PERIBUS	Brit. str.	2 m.	Potter	BUTTERFIELD & SWIRE	On 20th September.
LIVERPOOL DIRECT	AMBRIA	Brit. str.	2 m.	Ehlers	HAMBURG-AMERIKA LINE	On 22nd inst. at Noon.
MARSEILLES, HAVRE & HAMBURG	AMBRIA	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 23rd inst. at Daylight.
MARSEILLES & LONDON	CANTON	Brit. str.	2 m.	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 24th inst. at Noon.
MARSEILLES, LONDON, & ANTWERP, S'PORE, &c.	TAMBA MARU	Jap. str.	2 m.	C. F. Lockstone, R.N.R.	P. & O. S. N. Co.	On 24th inst.
BRAMEN, via PORTS OF CALL	BAYERN	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINE	On 24th inst.
HAVRE, BREMEN & HAMBURG	C. F. F. LAEISZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINE	On 10th September.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Kirchner	HAMBURG-AMERIKA LINE	On 24th September.
HAVRE & HAMBURG	BAMBERG	Ger. str.	2 m.	Prosch	HAMBURG-AMERIKA LINE	On 25th inst. at 5 inst.
HAVRE & HAMBURG	SILVIA	Ger. str.	2 m.	Behrens	HAMBURG-AMERIKA LINE	On 22nd October.
TRIESTE, &c. via SINGAPORE	CHITRA	Aus. str.	2 m.	Mosca	SANDER, WIELER & CO.	On 18th inst. at 4 p.m.
NEW YORK via SUEZ CANAL	ATHOLL	Brit. str.	2 m.	Mosca	DODWELL & CO. LIMITED	Quick despatch.
NEW YORK via SUEZ CANAL	INDRAMAYO	Brit. str.	2 m.	Jardine	JARDINE, MATHESON & CO.	On 15th inst.
NEW YORK via SUEZ CANAL	ASAMA	Brit. str.	2 m.	F. F. Bement	SHAW, TOMES & CO.	On or about 15th inst.
NEW YORK via SUEZ CANAL	SENECA	Brit. str.	2 m.	F. F. Bement	SHAW, TOMES & CO.	On or about 15th inst.
NEW YORK via SUEZ CANAL	GLENN	Brit. str.	2 m.	Selby	SHAW, TOMES & CO.	On 13th September.
VANCOUVER, via SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	T. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 27th inst. at Noon.
VANCOUVER, via SHANGHAI, &c.	TANTAR	Brit. str.	2 m.	T. Archibald, R.N.R.	CANADIAN PACIFIC R. CO.	On 10th September.
VICTORIA (B.C.) & TACOMA	DUKE OF FIFE	Jap. str.	2 m.	K. Ohno	NIPPON YUSEN KAISHA	On 15th inst. at 4 p.m.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	ROYAL MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 8th September at 4 p.m.
VICTORIA (B.C.) & SEATTLE via SHANGHAI, &c.	ITO MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 12th September.
VICTORIA (B.C.) & TACOMA via JAPAN	HYADES	Brit. str.	2 m.	Hollingsworth	DODWELL & CO. LIMITED	On 18th inst.
PORTLAND, OREGON	INDAPURA	Brit. str.	2 m.	Hollingsworth	DODWELL & CO. LIMITED	On 18th inst.
AUSTRALIAN PORTS	TINIAN	Brit. str.	2 m.	Schaw	BUTTERFIELD & SWIRE	On 23rd inst. at 4 p.m.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	2 m.	Schaw	BUTTERFIELD & SWIRE	On 23rd inst. at 4 p.m.
AUSTRALIAN PORTS	KASUGA MARU	Jap. str.	2 m.	H. Fraser	NIPPON YUSEN KAISHA	On 30th inst. at Noon.
AUSTRALIAN PORTS	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	On 16th inst. at Noon.
YOKOHAMA & KOBÉ	BAMBERG	Ger. str.	2 m.	Kirchner	HAMBURG-AMERIKA LINE	To-morrow, at 5 p.m.
YOKOHAMA & KOBÉ	NIPPON	Brit. str.	2 m.	Kirchner	HAMBURG-AMERIKA LINE	On 17th inst. at Daylight.
YOKOHAMA, via SHANGHAI, MOJI & KOBÉ	CANDIA	Brit. str.	2 m.	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On or about 23rd inst.
KOBÉ & YOKOHAMA	AWA MARU	Jap. str.	2 m.	N. Trent	NIPPON YUSEN KAISHA	On 15th inst. at Daylight.
KOBÉ & YOKOHAMA	KAMAKURA MARU	Jap. str.	2 m.	H. Peterson	NIPPON YUSEN KAISHA	On 29th inst. at Daylight.
NAGASAKI, KOBÉ & YOKOHAMA	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 29th inst. at Noon.
CHEFOO & NEWCHANG	HANGCHOW	Brit. str.	2 m.	F. J. Fox	BUTTERFIELD & SWIRE	To-day, at Noon.
SHANGHAI	PANHAMA	Brit. str.	2 m.	F. J. Fox	BUTTERFIELD & SWIRE	On or about 16th inst.
SHANGHAI	WOOSUNG	Brit. str.	2 m.	T. Ogata	BUTTERFIELD & SWIRE	On 17th inst.
SHANGHAI	DAIJIN MARU	Jap. str.	2 m.	T. Ogata	BUTTERFIELD & SWIRE	To-day.
SHANGHAI	CHINKIAN	Brit. str.	2 m.	T. Ogata	BUTTERFIELD & SWIRE	On 20th inst.
SHANGHAI	MAIZURU MARU	Jap. str.	2 m.	T. Ogata	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI	HAICHING	Brit. str.	2 m.	Hodgins	BUTTERFIELD & SWIRE	On 16th inst.
SHANGHAI	CHANGCHOW	Brit. str.	2 m.	G. S. Weigall	JARDINE, MATHESON & CO.	To-morrow, at 4 p.m.
SHANGHAI	LOONGSUNG	Brit. str.	2 m.	P. H. Rolfe	JARDINE, MATHESON & CO.	On 18th inst. at Noon.
SHANGHAI	YENKANG	Brit. str.	2 m.	Tate	MITSUBI BUSHAN KAISHA	On 19th inst. at Noon.
SHANGHAI	ROSETTA MARU	Jap. str.	2 m.	R. Rodger	SHAW, TOMES & CO.	On 21st inst. at 4 p.m.
SHANGHAI	DIAMANT	Brit. str.	2 m.	R. Rodger	SHAW, TOMES & CO.	On 21st inst. at 4 p.m.
SHANGHAI	SUNGKIANG	Brit. str.	2 m.	Geo. Payne	JARDINE, MATHESON & CO.	To-day, at 3 p.m.
SINGAPORE, PENANG & CALCUTTA	NAMSANG	Brit. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	To-morrow, at Noon.
SINGAPORE, COLOMBO & BOMBAY	MIKE MARU	Jap. str.	2 m.	M. Yagi	NIPPON YUSEN KAISHA	To-morrow, at Noon.

SHIPPING.

ARRIVALS.

Aug. 12, LOYAL, German str., 1247, Bah-
r, Bangkok 3rd August, Rice.
SANDER, WIELER & CO.
Aug. 13, AUSTRALIAN, British str., 3,000, H. F.
Schaw, Yokohama 5th August and Robe
8th, General—GIBB, LIVINGSTON & CO.
Aug. 13, AWA MARU, Japanese str., 3,912, N.
Trent, Antwerp, London and Singapore
7th August, General—NIPPON YUSEN
KAISHA.
Aug. 13, HAMBURG, German str., 2,650, H.
Kirchner, Hamburg 26th June, General—
HAMBURG-AMERIKA LINE.
Aug. 13, BIRN-T-OUK, French str., 1,094,
True, Saigon 5th August, 1st and Fish.
—CHINESE.
Aug. 13, EMMA LYKEN, German str., 1,110,
Martens, Singapore 1st August, Rice and
General—F. A. TRADING CO.
Aug. 13, HAICHING, British str., 1,367, A. E.
Hodgins, Foochow 10th Aug., Amoy 11th
and Swatow 12th, General—DOUGLAS
LAPRAK & CO.
Aug. 13, HANU, British str., 1,640, J.
N. Daitow, Shanghai 10th August.
Aug. 13, SOLACE, American str., 1,250, P.
Singer, Shanghai 10th August.

CLEARANCES.

At the Harbour Master's Office.
13th August.
Arriving, Chinese str., for Canton.
Glenloch, British str., for Shanghai.
Hailan, French str., for Kwangchow.
Hinghwa, British str., for Chifu.
Looock, German str., for Swatow.
Manning, British str., for Sandakan.
Proper, Norwegian str., for Surigao.
Tel. munda, British str., for Swatow.
Triumph, German str., for Haiphong.

DEPARTURES.

13th August.
HONGKONG, British str., for Amoy.
13th August.
ANPING, Chinese str., for Canton.
CHITOSH, Japanese str., for Japan.
Looock, British str., for Shanghai.
Looock, German str., for Bangkok.
MADJINE RICKERS, Ger. str., for Shanghai.
MAUSANG, British str., for Sandakan.

VESSELS IN DOCK.

13th August.
ABERNETHY DOCKS.—Y. de la Rama,
Kowloon DOCKS.—Zofra, Salut, Tienyang,
Hopong, Kwan Lin, Por.
COSMOPOLITAN DOCK.—Marie Jensen, Sabine
Richers.

SHIPPING REPORTS.

The British steamer Haiching, from Foochow
10th inst., Amoy 11th and Swatow 12th, had
variable winds and cloudy weather to Amoy.
From Amoy to Swatow S.W. wind, overcast
and fine weather. From Swatow to port S.W.
wind, occasional heavy wind and rain squalls,
cloudy weather.
The British steamer Australian, from Yoko-
hama 5th inst. and Kobe 6th, encountered light
N.E. winds, smooth sea and fine weather to
Kobe. From Kobe fine weather and heavy
through Inland Sea; thence fresh N.W. winds,
smooth sea and very southerly swell and sharp
rain squalls to 10th August 10th, barometer as
low as 29.33.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBTS contracted by the Owners or the Crew
of the following Vessels during their stay in
Hongkong Harbour:
ADOLPH OBER, Amr. barque, S. Amesbury.
—Standard Oil Co.
ALLAN, American ship, McKay—Standard
Oil Co.
KELAT, British ship, John Hughes—ORDER
MANUEL LAGUNA, American ship, Nicholls—
Standard Oil Co.

VESSELS ON THE BEETH

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND

CALCUTTA.

THE Company's Steamship

"NAMSANG."

Captain Geo. Payne will be despatched as above
TO-DAY, the 14th inst., at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 13th August, 1902. [2180]

EASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship

"AUSTRALIAN"

Captain Schaw will be despatched for the
above ports TO-MORROW, the 15th inst.,
at Daylight.
This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the
Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.
N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the Steamers of the China Navigation
Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 8th August, 1902. [2002]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall will be despatched as
above TO-MORROW, the 15th inst., at 4 P.M.
This steamer has superior accommodation for
First-class Passengers, and is fitted throughout
with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 6th August, 1902. [2137]

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain G. S. Weigall will be despatched as
above TO-MORROW, the 15th inst., at 4 P.M.
This steamer has superior accommodation for
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Hongkong, 6th August, 1902. [2137]

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Hongkong, 6th August, 1902. [2137]

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Hongkong, 6th August, 1902. [2137]

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with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 6th August, 1902. [2137]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA

AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND
VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATIONS.)
R.M.S. "EMPEROR OF INDIA", Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th Aug.
R.M.S. "TARTAR", Comdr. E. Beetham, R.N.R. WEDNESDAY, 10th Sept.
R.M.S. "EMPEROR OF JAPAN", Comdr. H. Pybus, R.N.R. WEDNESDAY, 24th Sept.
R.M.S. "ATHENIAN", Comdr. H. Mowatt, R.N.R. WEDNESDAY, 8th Oct.
R.M.S. "EMPEROR OF CHINA", Comdr. E. Archibald, R.N.R. WEDNESDAY, 22nd Oct.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous

INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VAN-
COUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the usual Pacific journey,
and make connection at Vancouver with the PACIFIC COAST RAILROAD TRAINS, and
the CANADIAN PACIFIC RAILWAY, and cross the Continent FROM THE
PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal,
Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great
Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return
tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval

Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL
"TRAINS" (the Company having received the highest award for same at recent World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed
on the Line between CHINA and JAPAN PORTS and VANCOUVER, with additional sailings,
taking Cargo and Passengers for the points in CANADA and the UNITED STATES.

In addition to the excellent First-Class Passenger accommodation, the "ATHENIAN"
takes and carries Passengers with accommodation unequalled on the Pacific, also Steamer
The "TARTAR" takes First-Class and Steamer Passengers only. This run is usually
made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pall Mall Street.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI.

INLAND SEA OF JAPAN, KOBÉ AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Tons. Captain. Proposed Sailing.

DUKE OF FIFE 3,321 J. S. Cox August 15th

TACOMA 2,811 A. Dixon August 22nd

GLYNDOLE 3,750 G. E. Warren September 20th

OLYMPIA 2,597 J. Truebridge September 27th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the

PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED
STATES and to EUROPE.

HONGKONG TO LONDON, 22d

Excellent accommodation. First-class Table, Doctor and Stewardess carried.
Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES
HONGKONG TO NEW YORK, 22d

The Railroad travelling is second to none on the American Continent; two trans-continental
trains daily from Tacoma; Dining Car is attached to trans-continental trains; day and night
TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Moun-
tains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 23d

The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA
and TACOMA to DIXON and ST. MICHAEL.

Rates of Passage to other Points on application.
A Special Rate allowed to members of Government Service.
For further information as to Passage or Freight, apply to
DODWELL & CO. LIMITED,
General Agents.

Hongkong, 14th August, 1902.

NEPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STRAMERS. DESTINATIONS. SAILING DATES.

AWA MARU KOBÉ and YOKOHAMA FRIDAY, 15th August, at Daylight.

MIKE MARU SINGAPORE, COLOMBO, and BOMBAY FRIDAY, 15th August, at Noon.

KAGOSHIMA MARU MOJI, KOBÉ, and YOKOHAMA SATURDAY, 16th August, at Noon.

TAMBA MARU MARSEILLES, LONDON, and ANTWERP, via SINGAPORE SATURDAY, 23rd August, at Daylight.

J. W. Vale PENANG, COLOMBO and PORT SAID SATURDAY, 23rd August, at Noon.

RIJOON MARU VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBÉ and YOKOHAMA MONDAY, 25th August, at 4 p.m.

KAMAKURA MARU KOBÉ and YOKOHAMA FRIDAY, 29th August, at Daylight.

KUMANO MARU NAGASAKI, KOBÉ and YOKOHAMA FRIDAY, 29th August, at Noon.

KASUGA MARU SYDNEY and MELBOURNE via THURSDAY, 12th September, at Noon.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

FROM	OUTWARDS.	DUE
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 14th August.
GLASGOW and LIVERPOOL	"PYRRHUS"	On 20th August.
GLASGOW and LIVERPOOL	"DIOMED"	On 28th August.
GLASGOW and LIVERPOOL	"JASON"	On 3rd September.
GLASGOW and LIVERPOOL	"MASTOR"	On 13th September.
GLASGOW and LIVERPOOL	"MAHAON"	On 18th September.
GLASGOW and LIVERPOOL	"KAISOW"	On 18th September.
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th September.

FOR	HOMEWARDS.	TO SAIL
LONDON and ANTWERP	"TELEMACHUS"	On 20th August.
LONDON	"ANTENOR"	On 9th September.
LONDON	"DARDANUS"	On 18th September.
LONDON	"DIOMED"	On 30th September.
LONDON	"JASON"	On 14th October.
LIVERPOOL	"PYRRHUS"	On 20th September.

The S.S. "PROMETHEUS" left Singapore on the 9th inst., a.m., and is expected here on the 14th inst.

For Freight, apply to
BUTTERFIELD & SWIRE,
HONGKONG, 13th August, 1902.
AGENTS, O. S. S. CO. 15

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
CHEFOO and NEWCHANG	"HANGHONG"	On 14th Aug., at Noon
AMOI, SHANGHAI and CHINKIANG	"CHINKIANG"	On 14th Aug.
SWATOW, AMOI and SHANGHAI	"CHANGCHOW"	On 16th Aug.
NINGPO and SHANGHAI	"WO SUNG"	On 19th Aug.
MANILA	"SUNGKIANG"	On 23rd Aug.
PORT DARWIN, THURSDAY	"TSINAN"	On 23rd Aug. at 4 P.M.
ISLAND, COOKTOWN, CAIRNS,		
TOWNSVILLE, BRISBANE,		
SYDNEY, MELBOURNE and		
ADELAIDE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
HONGKONG, 14th August, 1902. 112

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSAI, VIA SWATOW	"DAIJIN MARU"	SUNDAY, 17th
AND AMOI	"T. OGATA"	"August, 18th
TAMSAI, VIA SWATOW	"DAIGI MARU"	SUNDAY, 24th
AND AMOI	"T. KITANO"	"August, 25th
ANPING, VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 20th
AND AMOI	"T. SAITO"	"August, 21st

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

For Freight, Passage, and further information, apply to
THE MITSUI BUSSAN KAISHA,
HONGKONG, 8th August, 1902. 115

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG TO SHANGHAI, INLAND SEA OF JAPAN, MOJI, KORE & YOKOHAMA FOR PORTLAND, OREGON.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	HONGKONG
"INDRAPURA"	3,152	Hollingsworth	August 18, 1902
"INDRASAMHA"			September 18, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to:

ALLAN CAMERON, GENERAL AGENT.
HONGKONG, 14th August, 1902. 141

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG, 1902.

STEAMSHIP	TONS	CAPTAIN	HONGKONG
"ATHOLL"			About 9th Aug.
"LENNON"			24th Aug.
"HEATHBURN"			31st Aug.
"AFRIDI"			10th Sept.
"MILGEM"			24th Sept.
"RICHMOND CASTLE"			30th Sept.
"LOTHIAN"			To follow.
"LOWTHER CASTLE"			To follow.

For Freight and further information, apply to
DODWELL & CO., LD.,
HONGKONG, 8th August, 1902. 1711

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENFURRY."

Captain B. Webster, will be despatched as above on SATURDAY, the 16th August.

For Freight, apply to
MCGREGOR BROS. & GOW,
HONGKONG, 22nd July, 1902. 1957

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA MOJI, KORE AND YOKOHAMA, FOR

VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Sailing.

STEAMSHIP	TONS	1902
"HYADES"	3,753	12th September.
"LYRA"	4,200	4th October.
"SHAWMUT"	9,606	23rd October.
"TREMONT"	9,606	17th December.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For Rates of Freight and further information, apply to—
DODWELL & CO., LD.,
HONGKONG, 21st July, 1902. 1978

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENBOY."

Captain Selby, will be despatched as above on SATURDAY, the 13th September, 1902.

For Freight, apply to
MCGREGOR BROS. & GOW,
HONGKONG, 4th August, 1902. 2100

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"BALLABARAT."

Captain B. A. Peters, carrying His Majesty's Mail, will be despatched from this for Bombay, on SATURDAY, the 16th August, at Noon, taking passengers and cargo for the above ports.

Ships will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWITT,
Superintendent.
HONGKONG, 4th August, 1902. 1

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"NIPPON."

Captain Klausberger, will leave for the above places on SUNDAY, the 17th inst., at DAYLIGHT.

This Steamer has capital accommodation for Passengers, Electric Light, and carries a Doctor.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
HONGKONG, 7th August, 1902. 3

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"SENECA" About 18th August.

For Freight and further information apply to
STANDARD OIL COMPANY OF NEW YORK
Oriental Shipping Department.
HONGKONG, 13th August, 1902. 2176

CHINA NAVIGATION CO., LD.

HONGKONG TO SYDNEY AND MELBOURNE VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Underwriter.

NEST SAILINGS.

"TSINAN" leaves on 23rd August.

"CHANGSHA" " 2nd September.

"CHINGTU" " 29th

"TAIYUAN" " 24th October.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

For Freight and further information, apply to
BUTTERFIELD & SWIRE
Agents.
HONGKONG, 1st August, 1902. 1981

CHINA NAVIGATION CO., LD.

HONGKONG, 1st August, 1902.

NOTICE TO CONSIGNEE

STEAMSHIP "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES OF Cargo from London, Antwerp and Havre ex s.s. *Orizel*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 P.M. TO-DAY, 10th inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter, Goods remaining unclaimed after MONDAY, the 18th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 18th August, or they will not be recognized.

All damaged packages will be examined on MONDAY, the 18th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.
HONGKONG, 10th August, 1902. 2

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENESK"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 17th instant will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognized.

MCGREGOR BROS. & GOW.
HONGKONG, 11th August, 1902. 2188

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG."

having arrived from the above ports. Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on-board after Noon, the 16th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
HONGKONG, 12th August, 1902. 2178

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TACOMA."

FROM TACOMA, VICTORIA, YOKO, HAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from along-side.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD., Agents.
HONGKONG, 8th August, 1902. 7

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CEYLON."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., ex s.s. *Peninsular*.

Optional Goods will be landed here unless intimation is given to the contrary before 2 P.M. TO-DAY, the 11th inst.

Goods not cleared by the 16th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company who will survey Goods at 11 A.M., on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claim will be recognized.

E. A. HEWITT, Superintendent.
HONGKONG, 11th August, 1902. 1

HONGKONG.

STEAMERS.

Ansbria, German str., 5,148, Ehlers, Aug. 12.

Hamburg-America Linie.

Amigo, German str., 825, Hansen, Aug. 12.

Jebens & Co.

Anping, Chinese str., 1,159, Richards, Aug. 12.

Chinese

Anping Maru, Jap. str., 1,058, Sudanki, Aug. 10.

Mitsui Bussan Kaisha

Atholl, British steamer, 4,647, Porter, Aug. 8.

Dodwell & Co., Limited

Australian, British str., 30-6, Helms, Aug. 13.

Glen, sloop, 414, 14, 10 guns, Comdr. C. W. M. Plenderleith, on Yangtze.

13, Nippon Yusen Kaisha, 18 guns, 12,550 h.p., Captain Richard W. White, at Weihaiwei.

Bamberg, Ger. str., 2,659, Kirchner, Aug. 13.

Hamburg-America Linie

Binh-Thuan, French str., 1,094, True, Aug. 13.

Chinese

Braemar, British str., 3,216, Watt, July 11.

Dodwell & Co., Limited

Buen Viaje, American str., 275, Ross, July 8.

Orler

Bygde, Norwegian str., 771, Carlson, Aug. 8.

Sander, WIELER & CO.

Changchow, British str., 1,203, Pearce, Aug. 11.

Butterfield & Swire

China, American str., 3,187, Froile, Aug. 10.

P. M. S. S. Co.

Deuteros, German str., 1,901, Erlam, Aug. 5.

Siemens & Co.

Domingo de Larriaga, Brit. str., 2,651, Hudson, Aug. 11.

Dodwell & Co., Limited

Elise, German str., 1,702, Schonwandt, Aug. 1.

Jebens & Co.

Elise, German steamer, 1,703, Bicke, July 30.

Jebens & Co.

Emma-Lyken, Ger. str., 1,152, Martens, Aug. 13.

Best Asiatic Trading Co.

Glenesk, British str., 2,274, Rafferty, Aug. 10.

McGregor, Bros & Gow

Hainching, British str., 1,267, Hodgins, Aug. 13.

Douglas Laprak & Co.

Hailan, French str., 377, Andersen, Aug. 11.

A. R. Marty

Hanchow, British str., 869, Mawley, Aug. 11.

Butterfield & Swire

Hopsang, British str., 1,539, Hay, Aug. 7.

Jardine, Matheson & Co.

Indrapura, British str., 3,152, Hollingsworth, Aug. 18.

Allan Cameron

Kangyui, German str., 1,115, Tones, Aug. 11.

Melchers & Co.

Laisang, British str., 2,225, Young, Aug. 11.

Jardine, Matheson & Co.

Loonggang, British str., 1,692, Weigall, Aug. 8.

Jardine, Matheson & Co.

Loyal, German str., 1,006, Weidlich, Aug. 12.

Sander, WIELER & CO.

Lyemmon, German steamer, 1,233, Lehmann, Aug. 11.

TO LET

66 DISNEY "VILLA" POWERLINE

B Immediate Possession
Apply to
LINSTEAD & DAVIS
Hongkong, 24th March, 1902.
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